

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY
 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY
 INFORMATION REPORT

REPORT

CD NO

50X1-HUM

COUNTRY East Germany
 SUBJECT Miscellaneous Railroad Information

DATE DISTR 4 December 1953

NO OF PAGES 3

PLACE
ACQUIRED

NO OF ENCLS:

50X1-HUM

DATE OF
INFOSUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
 OF THE UNITED STATES WITHIN THE MEANING OF THE Espionage Laws, Title 18,
 U.S.C. 51 AND 52, REPEALED. TRANSMISSION OR THE REVELATION
 OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-
 HIBITED BY LAW. VIOLATION OF THIS RULE IS PUNISHABLE.

50X1-HUM

1. [redacted] the following railroad coal stocks were
 available in East Germany between 17 and 26 September 1953:

Date in Septem- ber	Ruhr Hard Coal	Other Hard Coal	Brown Coal Briquettes	Shop Coal in Terms of Brown Coal Bri- quettes
17	55 tons	83,000 tons	17,800 tons	27,400 tons
20	-	68,800 "	15,600 "	27,400 "
22	-	61,200 "	14,700 "	28,100 "
24	-	55,100 "	16,200 "	28,200 "
26	-	47,400 "	18,600 "	28,700 "

The coal situation of the East German railroads continued to deteriorate. This development was primarily caused by insufficient deliveries of hard coal. Another cause was the conversion of locomotives from brown coal to hard coal. At present, the Ministry of Railroads is taking measures to equalize coal stocks available at the different dumps and agencies in such a way as to eliminate an utter depletion of stocks at any given point.

50X1-HUM

2. [redacted] the East German Government concluded an agreement with Poland concerning the delivery of 1.5 million tons of hard coal from Upper Silesia by 31 December 1953. This coal will be shipped mainly by rail via Kuestrin, but deliveries by water will also be made via Fuerstenberg / Oder. Prior to 28 September, 235,000 tons of hard coal were delivered; i.e. 6,000 to 8,000 tons were delivered daily in September. Gondola cars required for the handling of coal imports are in short supply, particularly during the fall months when these cars are used for the transportation of potatoes and beets. On 9 September 1953 negotiations were under way to accelerate coal deliveries.

Hard coal is to be imported from Poland because East German locomotives are henceforth to be fired with hard coal. No brown coal will be delivered to the East German railroads, because this type of coal is reserved for industrial requirements and domestic use.

CLASSIFICATION		SECRET/CONTROL - U.S. OFFICIALS ONLY	
STATE	X NAVY	X NSRB	DISTRIBUTION
ARMY	X AIR	X FBI	

50X1-HUM

SECRET/CONTROL - U.S. OFFICIALS ONLY

50X1-HUM

-2-

3. [redacted] 50X1-HUM

[redacted] in connection with the reorganization of the Central Bureau of Rolling Stock (Zentrale Wagenverwaltung) the Tank Car Distribution Point has again become an independent railroad department. 3 50X1-HUM

4. [redacted]

[redacted] A total of 345,000 wheel sets are in operation on passenger and freight cars, excluding equipment of the Berlin elevated railroad system. A total of 13,000 wheel sets are required as a reserve pool kept at railroad repair installations. This amounts to 358,000 wheel sets with a total of 716,000 tires. Since the average lifetime of a tire is 19 years, in the USSR 16 years, there is an annual requirement of 37,700 tires. As a total of 3,600 tires are obtained every year by the dismantling of deactivated freight cars, there is an annual requirement of 34,100 new tires. In order to clarify the situation, the thickness of tires has been determined at test stands between 1 April 1952 and 30 June 1953. Tires have been divided into the following groups:

Group A: Tires from 25 to 35 mm thick;
 " B: " " 35 to 45 mm " ;
 " C: " " 45 to 55 mm " ;
 " D: " " 55 to 65 mm " ;
 " E: " " 65 to 75 mm " ;

New tires have a thickness of 75mm, while the minimum thickness permissible is 25 mm. If tires had been exchanged at an even rate during a 19-year period in accordance with the lifetime of tires, tires available in group A should amount to 19.2 percent of the total; in group B to 19.6 percent; in group C to 20 percent; in group D to 20.4 percent; and in group E to 20.8 percent of the total. During the checks made, a total of 186,863 tires have been examined. Of these 26 percent were in group A; 18.8 percent in group B; 21.1 percent in group C; 19.1 percent in group D; and 15 percent in group E. This shows that the replacement of tires on wheel sets had been neglected, because new tires were not available. Normally, 19.2 percent of all tires should be in group A; actually, however, this group included 26 percent of all tires, i.e. 35.4 percent above the normal rate. On the average, a tire remains for four years in each of the five groups. Thus the excess of 35.4 percent must be distributed over four years, which results in an excess of 8.85 percent per year. For this reason, the annual requirements of new wheel tires must increase from 34,100 units to 37,961 units, or 3,097 units per month. In 1953, a total of 7,641 tires have been delivered prior to 1 July; the deficit, therefore, amounts to 29,528 units, of which 9,000 units are expected to be delivered in the course of this year, leaving a deficit of 20,528 tires. On 15 April 1953, a total of 18,230 reserve wheel sets were available, of which only 6,006 units were serviceable. A total of 7,803 wheel sets stood in need of having the tiring replaced while in 4,421 wheel sets, wheel disks or shafts had to be replaced. After 15 April, the number of wheel sets requiring new tires increased to 9,000 units. Of the 18,230 reserve wheel sets available, 5,000 belong to the State Reserve, and thus cannot be used. When determining the requirements of tires, the wheel sets kept in the State Reserve were not taken into consideration.

50X1-HUM

1. [redacted] Comment. On 26 September 1953, a total of 66,000 tons of locomotive coal and 287,000 tons of shop coal were available. According to the daily coal consumption quota of 19,200 tons in force in September, this quantity represented about 3.5 days' requirements as against 5.3 days' requirements available on 16 September 1953. [redacted] Hard coal stocks dropped by 36,450 50X1-HUM tons, while brown coal stocks remained about the same. The decrease of coal stocks was due to the firing of locomotives with hard coal which was started in mid-September. The time for this change was chosen because no sizable hard coal stocks were available. Since gondola cars required for hard coal imports were in short supply because of harvest shipments, railroad coal stocks decreased. On the other hand, brown coal deliveries stopped, because, as mentioned in the report, brown coal henceforth was to be reserved for industrial purposes

SECRET/CONTROL - U.S. OFFICIALS ONLY